ArcGIS Metadata Form

SDOT Bicycle Master Plan Update—Local Connector Network

Object Information

Metadata Form Date	4/13/2016

Data Set Summary

Data Set Basics	
Title	SDOT Bicycle Master Plan Update—Local Connector Network
Abstract	Displays the improvements made to bicycle facilities part of the SDOT Bike Master Plan Local Connector Network in the City of Seattle
Description	Displays improvements made to the SDOT Bike Master Plan Local-Connector Network bike infrastructure.
Supplemental Information	
Update Frequency	This dataset is updated as needed.
Keyword(s)	BMP, Bicycle, Sharrow, Greenway, Multi-Use, Trail, Connector, Bike, Local, SDOT
Contact Information	
Contact Organization	SDOT GIS Team
Contact Person	GIS Lead
Contact Email	dot_it_gis@seattle.gov

Attribute Information

Attribute	Data type, length	Description
OBJECTID	ObjectID	ESRI Object ID
GEOBASID	Integer	A unique code for streets. For example: for Nickerson St, `GEOBASID = 88150010`, but for W Nickerson, `GEOBADID = 189550010`, and for 4th Ave N, `GEOBASID = 31350300`

Attribute	Data type, length	Description
ARTCLASS	Integer	The Arterial Classification Code from WSDOT that designates the type of arterial roadway structure is represented by the given record. • **5**—Interstate Freeway • **4**—State Highway • **3**—Collector Arterial • **2**—Minor Arterial • **1**—Principal Arterial • **0**—Not Designated (not an arterial)
BIKECLASS	Integer	Street Bicycle Classification Code • **5**—Pedestrian Pathway • **4**—Neighborhood Connector • **3**—Urban Connector • **2**—Bicycle Lane • **1**—Bicycle Path • **0**—Residential Street
STNAME	Text, 33	The name of the given street from the Street Network Dataset (SND)
SLOPE	Double	The grade of the street in degrees.
COMPYEAR	Integer	The year the street bike improvements were made.
OPP	Integer	Whether or not there is a strong opportunity for the facilities in this location to be improved. • **1**—Yes • **0**—No
NETOPP	Integer	Whether or not the facilities in this segment were identified as network opportunity during gap analysis. • **1**—Yes • **0**—No
AOPP	Integer	Whether or not the segment is identified as Arterial (Corridor) Opportunity during gap analysis before Master Plan improvements. • **1**—Yes • **0**—No

Attribute	Data type, length	Description
A_2012	Integer	Whether or not Link was included in 2012 Network before Master Plan improvements. • **1**—Yes • **0**—No
SNG	Integer	Whether or not Link was identified through Seattle Neighborhood Greenway Route Scout Process before Master Plan improvements. • **1**—Yes • **0**—No
BEST	Integer	Whether or not the given segment was voted the best streets to ride in the 2012 online "Show Us" public engagement online mapping tool. • **1**—Yes • **0**—No
PLANE	Integer	Whether or not there was a previously proposed bike lane before Master Plan improvements. • **1**—Yes • **0**—No
CLANE	Integer	Whether or not there was a previously proposed climbing lane before Master Plan improvements. • **1**—Yes • **0**—No
OWAY	Integer	Whether or not there were previously added one-way lanes that were not a part of bikeway network before Master Plan improvements. • **1**—Yes • **0**—No
SNG_BEST	Integer	Whether or not the Seattle Neighborhood Greenway determined the given segment to be best through 2012 Route Scout Analysis before Master Plan improvements. • **1**—Yes • **0**—No

Attribute	Data type, length	Description
LIKE_	Integer	Whether or not the segment is part of a route where respondents said they would like to ride more in a poll before Master Plan improvements. • **1**—Yes • **0**—No
FILLGAP	Integer	Whether or not fill gaps between identified roadways called out by SNG or during public engagement. • **1**—Yes • **0**—No
SERVEDESTI	Integer	Whether or not the segment serves destination clusters directly. • **1**—Yes • **0**—No
FREQUENT	Integer	Whether or not the streets included in public improvement report where people currently ride before Master Plan improvements. • **1**—Yes • **0**—No
DOWNTOWN	Text, 1	Whether or not the street is located in the downtown area.
AAWDT	Double	The approximate Average Annual Weekday Traffic study result.
FTYPE_1023	Text, 50	The designation for the facility as outlined in the 2012 Bike Master Plan Update.
LENGTH	Double	The length of the street segment in feet.
EXISTING	Text, 1	Whether or not the bike facility was in place in 2012.
EXIST_STATUS	Text, 10	Whether the existing bike facility in 2012 met expectations or required further upgrade.
SFD_STREET	Text, 1	Whether or not the street is used by SFD.
CLASS	Integer	The bike network classification. • **1**—Citywide • **0**—Local
BMPID	Integer	A unique ID for the Bike Master Plan

Attribute	Data type, length	Description
MULTIMODAL	Integer	The designation as multimodal Corridor Number of other modes (freight trucks, rail, metro transit corridor) which also use the street segment. • **0**—No • **1**—Freight • **2**—Transit • **3**—Freight and Transit
CATALYTIC_PROJECTS	Integer	Whether or not this was a project to connect network elements. • **1**—Yes • **0**—No
LENGTH_MILES	Double	The length of the street segment in miles.
PRISFCRSH	Integer	This addresses the locations with bike crash history and emphasize vulnerable roadway users. • **20**—An intersection or project where 3 or more crashes have occurred in the last 3 years. • **15**—A project or intersection with 2 or more crashes in the last 3 years. • **10**—A project or intersection with a 1 crash in the last 3 years.
PRISFLOCAL	Integer	The local roadway factor. The addresses local roadway projects that are located in street environments that are comfortable, low-stress locations for all types of users. • **20**—Project crosses or is bounded by at least one major arterial • **15**—Project crosses or is bounded by at least one minor arterial. • **10**—Project crosses or is bounded by at least one collector arterial. • **8**—Project has no arterial crossings.

Attribute	Data type, length	Description
PRISFVOL	Integer	This address locations or streets that are associated with greater cyclist stress and more severe cyclist / motorist crashes by considering higher motor vehicle volumes described as Average Daily Traffic (ADT). • **10**—Roadway ADT > 15,000 • **5**—Roadway ADT 8,000 – 15000 • **2**—Roadway ADT < 8,000
PRISFSPD	Integer	This addresses locations or corridors with characteristics with a higher potential for cyclist / motorist crashes of greater severity by considering posted speed. • **10**—Roadway is signed equal to or greater than 35 mph • **5**—Roadway is signed at 30 mph • **2** Roadway is signed at 25 mph
PRILVHLTH	Integer	The project will provide a health benefit for people in areas with the greatest reported health needs, represented by obesity rates, physical activity rates (self-reported) and diabetes rates. • **5**—Project serves a health reporting area (HRA) that falls in the top quartile (25%) of scores in all three health indicators. • **3**—Project serves a health reporting area (HRA) that falls in the top quartile (25%) of scores in all two health indicators. • **2**—Project serves a health reporting area (HRA) that falls in the top quartile (25%) of scores in one health indicator. • **0**—Project does not serve a health reporting area (HRA) that falls in the top quartile (25%) of scores in a health indicator.

Attribute	Data type, length	Description
PRIEQ	Integer	Project serves populations that are historically underserved including people of color, households with low income relative to the federal poverty line, people under 18 or over 65, or households without access to an automobile. • **15**—Project serves a census tract that falls in the highest quartile (25%) of scores in four or five equity indicators. • **10**—Project serves a census tract that falls in the highest quartile (25%) of scores in three equity indicators. • **5**—Project serves a census tract that falls in the highest quartile (25%) of scores in two equity indicators. • **0**—Project serves a census tract that falls in the highest quartile (25%) of scores in one equity indicator.
PRILVDEST	Integer	Project provides a bicycle connection to clusters of bicycle friendly destinations as defined in the Bicycle Master Plan. • **5**—Area scores in the highest scoring quartile (25%) for connections to clusters of bicycle friendly destinations. • **4**—Area scores in the second highest scoring quartile (25%) for connections to clusters of bicycle friendly destinations. • **3**—Area scores in the third highest scoring quartile (25%) for connections to clusters of bicycle friendly destinations. • **1**—Area scores in the lowest scoring quartile (25%) for connections to clusters of bicycle friendly destinations.

Attribute	Data type, length	Description
PRILVDENS	Integer	Project provides connections to areas with high population density. • **5—**Area scores in the highest scoring quartile (25%) for population density. • **4**—Area scores in the second highest scoring quartile (25%) for population density. • **3**—Area scores in the third highest scoring quartile (25%) for population density. • **1**—Area scores in the lowest scoring quartile (25%) for population density.
PRILVFAC	Integer	The project will reach the greatest number of riders, but recognizes that all bike facilities provide a measureable benefit to at least some bicyclists. • **5—**Installation or upgrade of cycle track, neighborhood greenway or trail on the Citywide network**.** • **4—**Installation or upgrade of cycle track, neighborhood greenway or trail on the local network. • **3**—Installation of new bike lanes or upgrade from existing shared lane markings. • **1**—Installation of new shared lane markings.

Attribute	Data type, length	Description
PRIGEOG	Integer	The project will distribute high quality facilities across the city so residents can reach all destinations. • **5**—Density of bicycle facilities that meet the existing recommended facility quality is in the lowest quartile of census tracts citywide. • **4**—Density of bicycle facilities that meet the existing recommended facility quality is in the lowest quartile of census tracts citywide. • **3**—Density of bicycle facilities that meet the existing recommended facility quality is in the second highest quartile of census tracts citywide. • **1**= =Density of bicycle facilities that meet the existing recommended facility quality is in the highest quartile of census tracts citywide.
PRICATA	Integer	The facility will remove a barrier or close a system gap in the bicycling network. • **12**—Project is included on the catalytic project list AND makes a connection to/on the citywide network • **8**—Project is on the heroic project list OR makes a connection to / on the citywide network • **0**—Project is NOT on the heroic project list and does not connect to the citywide network

Attribute	Data type, length	Description
PRICON	Integer	The facility will remove a barrier or close a system gap in the bicycling network. • **12**—Project is included on the catalytic project list AND makes a connection to/on the citywide network • **8**—Project is on the heroic project list OR makes a connection to / on the citywide network • **0**—Project is NOT on the heroic project list and does not connect to the citywide network
PRITOTAL	Integer	Total priority category counts (Not functional as of 3/19/2015)
LENGTH_MI	Integer	Length of the street segment in miles.
PROJNUM	Double	The bike network project number. This attribute is used to determine project extents.
MAJOR	Integer	Number of intersections with un-signalized major arterials.
MINOR	Integer	Number of intersections with un-signalized minor arterials.
COLLECTOR	Integer	Number of intersections with un-signalized collector arterials
NUMCRASH	Integer	Number of pedestrian and cyclist related collisions since 2006.
COMPKEY	Integer	A unique identifier from the Hansen Asset Management System
SHAPE	Integer	ESRI geometry field
SHAPE.LEN	Blob	ESRI geography length field